

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4987

一月八日初一十三號

WEDNESDAY, AUGUST 30, 1905.

三月三日

八月十三日

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.—
Sterling Reserve.....\$10,000,000
Silver Reserve\$5,000,000
RESERVE LIABILITY OF PROPRIORS \$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. HAUPT, Esq., Deputy Chairman.
Hon. C. W. DICKSON, H. Schubert, Esq.
E. Goetz, Esq.
G. H. Medhurst, Esq.
A. J. Raymond, Esq.
F. Salinger, Esq.
CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 3 per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 19th August, 1905. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [23]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS:
AUTHORISED.....\$OLD \$10,000,000
CAPITAL PAID UP.....\$OLD \$ 3,250,000
RESERVE FUND.....\$OLD \$ 3,250,000

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LTD (BRITISH LINEN COMPANY BANK).

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.

CHARLES R. SCOTT,
Manager.
20, Des Voeux Road,
Hongkong, 26th May, 1905. [24]

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED.....Yen 24,000,000
CAPITAL PAID-UP....." 18,000,000
CAPITAL UNCALLED....." 6,000,000
RESERVE FUND....." 9,725,000

Head Office—YOKOHAMA.
Branches and Agencies,
TOKIO.....NEW YORK.
NAGASAKI.....HONOLULU.
LYONS.....SHANGHAI.
SAN FRANCISCO.....NEWCHWANG.
BOMBAY.....MUKDEN.
TIENTIN.....PORT ARTHUR.
PEKING.....CHEFOO.
ROKE.....DALNY.
LONDON.....LONDON BANKERS.
HE LONDON JOINT STOCK BANK LTD.
PARIS BANK, LTD.
THE UNION OF LONDON AND SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.
" " 4 "
" " 3 "
" " 3 "

TAKEO TAKAMICHI,
Manager.
Hongkong, 23rd May, 1905. [25]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....\$800,000

RESERVE LIABILITY OF SHARE-

HOLDERS.....\$800,000

RESERVE FUND.....\$875,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " 3 "
" " 3 "
" " 3 "

T. P. COCHRANE
Manager.
Hongkong, 18th May, 1905. [26]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin.....Calcutta.....Hankow.
Tientsin.....Tingtau.....Tsingtao.
Peking.....

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Sub-Manager.
Hongkong, 1st August, 1905. [27]

HEAD OFFICE:

THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LTD (BRITISH LINEN COMPANY BANK).

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.

CHARLES R. SCOTT,
Manager.
20, Des Voeux Road,
Hongkong, 26th May, 1905. [28]

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Makassar, Kure, Shimoneseki, Moji, Wakamatsu, Karatsu, Nagasaki; Kitakobato, Basebo, Milke, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Maonoura, Onoura, Otsuji, Sasahara, Tabukuro, Yoshinotani, Yoshiro, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong. [29]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m....Every 30 minutes.

7.30 a.m. to 8.00 a.m....Every 30 minutes.

8.00 a.m. to 8.30 a.m....Every 15 minutes.

8.30 a.m. to 9.00 a.m....Every 15 minutes.

9.30 a.m. to 10.00 a.m....Every 15 minutes.

10.30 a.m. to 12.45 p.m....Every 15 minutes.

12.45 p.m. to 1.15 p.m....Every 10 minutes.

1.15 p.m. to 1.45 p.m....Every 15 minutes.

1.45 p.m. to 2.15 p.m....Every 10 minutes.

2.15 p.m. to 3.00 p.m....Every 15 minutes.

3.30 p.m. to 5.00 p.m....Every 15 minutes.

5.00 p.m. to 6.00 p.m....Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m....Every 15 minutes.

9.00 a.m. to 9.30 a.m....Every 30 minutes.

9.30 a.m. to 10.30 a.m....Every 15 minutes.

10.30 a.m. to 11.00 a.m....Every 10 minutes.

12.00 Noon to 1.00 p.m....Every 10 minutes.

1.00 p.m. to 5.00 p.m....Every 15 minutes.

5.00 p.m. to 6.00 p.m....Every 10 minutes.

6.00 p.m. to 7.00 p.m....Every 15 minutes.

7.00 p.m. to 8.00 p.m....Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, Liquidators.

Hongkong, 18th July, 1905. [30]

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

DAIMLER'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUER SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES, AND REQUISITES

ALWAYS, IN STOCK.

AT

REASONABLE PRICES.

Hongkong, 18th March, 1905. [31]

WEI-HAI-WEI SCHOOL.

WEI-HAI-WEI, 17th August, 1905. [32]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS

(VOKOHAMA VIA SHANGHAI, TAKU, MOJI and KOBE) PERA About 31st August Freight only.

(Passing through the Inland Seas) A. L. Valentini.

(LONDON AND ANTWERP VIA SINGAPORE PENANG, CO. MALACCA, SINGAPORE, LOMBOK, PORT SAID and MARSEILLES) G. W. Babo, R.N. About 31st August Passage.

SHANGHAI.....SIMLA C. D. Goldsmith, R.M. About 7th September Freight and Passage.

LONDON, &c. BENGAL W. W. Cook, R.M. Sept. 9th, See Special Noon Advertisement.

LONDON VIA MANILA.....BANCA J. B. Ferguson About 10th September Freight only.

For Further Particulars, apply to

L. S. LEWIS, Acting

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338	G. F. Morrison, R.M.R.
"FATSHAN,"	2,260	R. D. Thomas.
"HANKOW,"	3,073	C. V. Lloyd.
"KINSHAN,"	1,995	J. J. Lissius.

Departures from HONGKONG to CANTON daily at 8:30 A.M. (Sunday excepted), 9 P.M. and 10:30 P.M. (Saturday excepted). Departures from CANTON to HONGKONG daily at 8:30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON, AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.		
Departures from Macao to Hongkong daily at 8 A.M.		

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain W. A. Valentine.
"NANNING,"	569	G. Buchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahning, Kunchuk, Kau-Kung, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8:30 A.M.

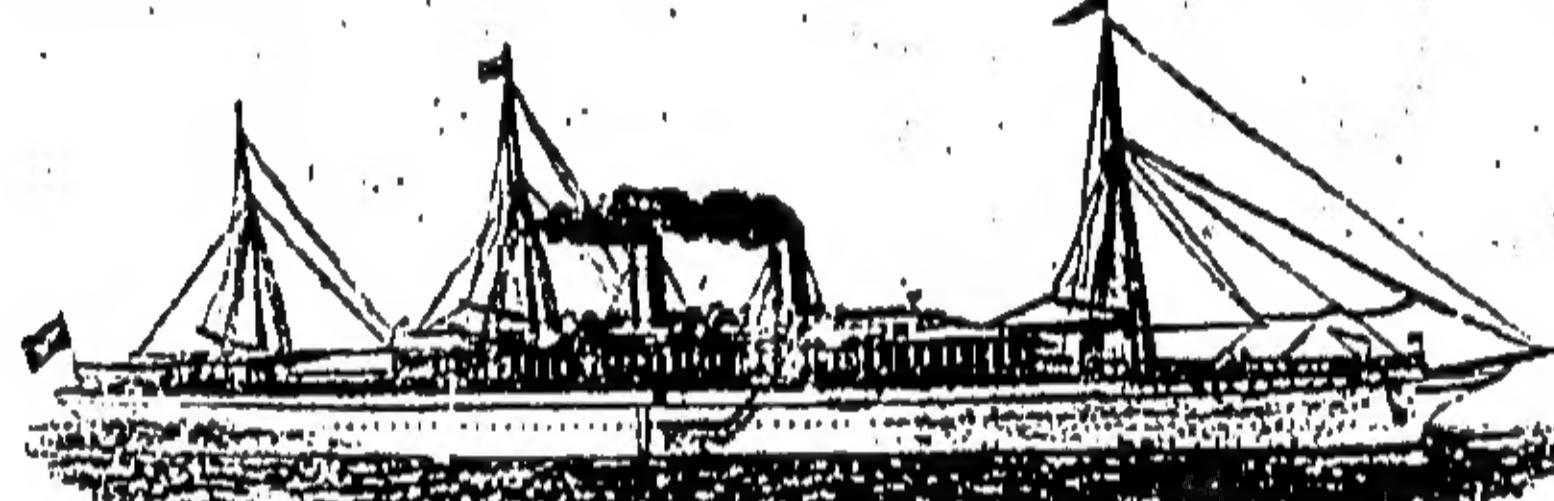
Fares:—Canton to Wuchow, Single \$15.00, Return \$30.00.
Canton to Tak-Hing, Single \$12.50, Return \$21.00.
Canton to Samshui, Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 21st August, 1905. 19

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE EAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, E.C.)

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

'PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION)

Steamer.	Tons.	Commanders.	Sailing Dates.
R.M.S. "TARTAR,"	4,425.	W. Davison, R.N.R.	WEDNESDAY, 13th Sept.
"EMPEROR OF JAPAN,"	6,000.	H. Pybus, R.N.E.	WEDNESDAY, 20th Sept.
"EMPEROR OF CHINA,"	6,000.	R. Archibald, R.N.E.	WEDNESDAY, 18th Oct.
"ATHENIAN,"	2,340.	S. Robinson, R.N.R.	WEDNESDAY, 1st Nov.
"EMPEROR OF INDIA,"	6,000.	E. Beetham, R.N.R.	WEDNESDAY, 15th Nov.
Hongkong to London, 1st Class.....	141	St. Lawrence Co., via New York Co.	
Hongkong to London, Intermediate on Steamers, and 1st Class Rail.....	140.		£42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent.

Hongkong, 23rd August, 1905. Corner Pedder Street and Praya, opposite Blake Pier. [10]

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTINE, BLACK SEA AND BALTIc PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

Steamer.	DESTINATIONS.	SAILING DATES.
SPEZIA,	HAVRE and HAMBURG.	31st August.
Ehlers,	(Calling at S'PORE, PENANG & COLOMBO.)	Freight.
RHENANIA*	HAVRE and HAMBURG.	6th Sept.
Förck	(Calling at S'PORE, PENANG & COLOMBO.)	Freight and Passengers.
SCANDIA*	HAVRE, BREMEN and HAMBURG.	20th Sept.
v. Doehren	(Calling at S'PORE, PENANG & COLOMBO.)	Freight and Passengers.
SILESIA*	HAVRE and HAMBURG.	4th October.
Bahle	(Calling at S'PORE, PENANG & COLOMBO.)	Freight and Passengers.
SUEVIA*	HAVRE, ANTWERP and HAMBURG.	10th October.
Knaisel	(Calling at S'PORE, PENANG & COLOMBO.)	Freight.
SLAVONIA*	HAVRE and HAMBURG.	18th October.
Madsen	(Calling at S'PORE, PENANG & COLOMBO.)	Passengers.
SEGOVIA*	HAVRE and HAMBURG.	1st Nov.
Schönsfeldt	(Calling at S'PORE, PENANG & COLOMBO.)	Freight.
VANDALIA	N.YORK VIA SUEZ.	about
Haase	with liberty to call at the Malabar coast.	Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin amidsheets. Lighted throughout by Electricity.

Duly qualified Doctor and Stewardesses are carried.

For further Particulars, apply to HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

D. NOMA, TATTOOER,
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed, as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1905.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers

and Luggage.

W.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

PREUSSEN..... WEDNESDAY, 13th September.

ROON..... WEDNESDAY, 27th September.

BAVERN..... WEDNESDAY, 11th October.

ZIETEN..... WEDNESDAY, 25th October.

PRINZESS ALICE..... WEDNESDAY, 8th November.

SACHSEN..... WEDNESDAY, 22nd November.

PRINZ REGENT LUITPOLD..... WEDNESDAY, 6th December.

PRINZ HEINRICH..... WEDNESDAY, 20th December.

PRINZ EITEL FRIEDRICH..... WEDNESDAY, 31st January, 1906.

PREUSSEN..... WEDNESDAY, 17th January.

ROON..... WEDNESDAY, 31st January.

BAVERN..... WEDNESDAY, 14th February.

ZIETEN..... WEDNESDAY, 28th February.

Entimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

THE ORIENTAL CONSTRUCTION COMPANY,
CONSULTING AND SUPERVISING

Intimation.

**WM. POWELL,
LIMITED.**

**ALEXANDRA
BUILDINGS**
Des Vaux Road.

**SPECIAL
SHOW
OF
BED AND TABLE
LINEN.**

**MARCELLA
QUILTS,
HONEYCOMB
QUILTS,
DAMASK
QUILTS,**
Prices \$3.25 to \$25 each.

**EMBROIDERED
SPREADS,
HEMSTITCHED
SPREADS.**

**EMBROIDERED
SHEETS.
HEMSTITCHED
SHEETS.**

**EMBROIDERED
AND
HEMSTITCHED
PILLOW CASES.**

**DOUBLE DAMASK
TABLE CLOTHS.**

SERVETTES:

TEA CLOTHS.

TRAY CLOTHS.

**SIDEBOARD
CLOTHS.**

**DINNER WAGON
COVERS.**

DOYLEYS.

**GUARANTEED
REAL
IRISH BLEACHED
LINEN.**

INSPECTION INVITED.

**Wm. POWELL, Ltd.,
HONGKONG.**

Hongkong, 29th August, 1905.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN,
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ROON."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 o'clock, THIS AFTERNOON.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th of September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 4th September, at 9:30 A.M.

All Claims must reach us before the 9th of September, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 29th August, 1905. [3]

NORDDEUTSCHER LLOYD, BREMEN,
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"WILLEHAD"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, 10 A.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th September will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 4th September, at 9:30 A.M.

All Claims must reach us before the 9th September, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 28th August, 1905. [3]

FROM HAMBURG, ROTTERDAM,
PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SILESIA"

Captain Bahle, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 24th August, 1905. [361]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"LAISANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 30th instant, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 28th August, 1905. [460]

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PUNDUA"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., FRIDAY, the 25th instant, will be landed at Consignees' risk and expense.

This Vessel brings on Cargo ex Zibengha and Gwailor, from Madras and Pondicherry. No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 24th August, 1905. [361]

ON SUNDAYS Meals served a la carte from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TelGRAPHIC ADDRESS:

"BAYVIEW, MACAO."

Hongkong, 7th June, 1905. [641]

Consignees.**NOTICE TO CONSIGNEES.**

"PERA,"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk into the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-

From London, &c., ex S.S. *Peria*.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY.

Goods not cleared by the 4th proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.

Hongkong, 29th August, 1905. [12]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NUBIA."

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk into the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-

From London, &c., ex S.S. *Himalaya*.

From Calcutta, ex S.S. *Syria*.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 31st instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.

Hongkong, 24th August, 1905. [12]

Hotels.**OCCIDENTAL
HOTEL.****EXCELLENT CUISINE.****MODERATE PRICES.****ELECTRIC FANS**

TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1905. [127]

THE ORIENTAL HOTEL.

MACAO.

THE above Hotel situated on the PRAYA GRANDE, will be opened on SATURDAY, 26th September, under the Management of J. SANTOS, late of Macao Hotel.

There is splendid accommodation for Visitors, the Rooms being the largest and loftiest in the Colony. The BILLIARD TABLE which has been purchased from the Hon. Wei Yuk is the best in the Far East, and is practically new.

SPRINKLES AND WINES of the best quality.
CUISINE—Excellent.

For Terms, &c., apply to— MANAGER.

Macao, 28th August, 1905. [128]

SITUATED

at the most charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of HONGKONG VISITORS, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, TIFFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

ON SUNDAYS Meals served a la carte from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

On the 25th inst. the Fancy Fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TelGRAPHIC ADDRESS:

"BAYVIEW, MACAO."

Hongkong, 7th June, 1905. [641]

ON SUNDAYS Meals served a la carte from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

On the 25th inst. the Fancy Fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

Intimations.



A. S. WATSON & CO.,
LIMITED.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY.

THIS
CELEBRATED
BLEND
OF
THE FINEST
WHISKIES
IN SCOTLAND
IS CHARACTERISED BY ITS

FINE FLAVOUR

AND

MELLOWNESS

ATTAINED ONLY BY

GENUINE

QUALITY

AND

GREAT AGE.

Per Dozen \$16.50.

A. S. WATSON & Co.,
LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 22nd July, 1905.

BIRTH.

On 14th August, at Yokohama, the wife of Mr. P. R. Disraeli, of a daughter. The first Parsee birth in Japan!

MARRIAGE.

At Holy Trinity Cathedral, Shanghai, on 22nd August, by the Rev. A. J. Walker, M.A., AMY CATHERINE, second daughter, of Robert Henry Bailey, of Beckenham, Kent, and Wellington, New Zealand, to JOHN JOSEPH Woods, son of John Woods of Canterbury, Kent, and Bendigo, Vb., Australia.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 30, 1905.

FLEECED.

By the terms of the Government Notification which has been issued raising the cost of shooting licences over an extensive area, the comparatively poor man who is a sportsman at heart is practically excluded from indulging in his favourite pastime. The new order, which increases the cost of the licence from \$10 to \$50, comes into operation immediately, so that the favoured few to whom \$50 is a mere feasible will benefit without delay, while the majority will suffer permanently. When the "Hongkong Game Association" was in process of formation it was averred by the promoters that it was a public movement, having as its object the stocking of a certain area with game and birds. It has been denied that there was any cliqueism about the Association. It has further been argued that the Association was really a beneficent combination and the \$150 which was needed to join was really charged not because it was so high that the ordinary individual would be excluded by the prohibitive tariff, but because that sum would be required from the members in order to defray the cost of stocking the land. Indeed, if looked at properly, we should have this Game Association as a band of philanthropists, animated by the best spirit of sportsmen, and solely desirous of increasing the facilities for indulging in a pastime which so far was one of the few moderately inexpensive pursuits open to Hongkong residents. Unfortunately, such a claim has not a leg to stand on; it is a travesty of language to term this Game Association a disinterested venture. The most cursory consideration of the scheme shows that it was intended to deprive the plain man of the rights and privileges which he has for long enjoyed, and to enable a few moneyed men to enjoy their sport at the expense of the community. The increase in the cost of the game licence over certain defined areas is, indeed, a rather clever move in the direction of excluding the general public from enjoying a day's shooting. The areas proclaimed comprise all the country which is worth shooting over near Hongkong. Nobody would seek a \$10 licence for other places; now it is necessary to pay \$50 before a sportsman can think about a shooting excursion. Three or four years ago the cost of a shooting license was only \$5; then it was proposed to raise the price to \$30, but the Governor at that time, Sir Henry Blake, very properly refused to countenance such an idea, although he acquiesced in the suggestion that the price should be increased to \$10. Sportsmen were not inclined to grumble very loudly at the increased cost of their licence, but now that the price is raised at a bound to \$50 there is very general and keen criticism of the Government's action. The fact is that this Notification fulfils admirably the objects of the Game Association. It invests the few sportsmen who can afford the initial \$50 with the odour of Government patronage. The majority of Hongkong residents who have not the entree to "select" society are allowed to look on while their betters fish their land from them in the name of sport and under the protection of a short sighted Government. It is not surely the idea of the Government to consider the sale of shooting licences as a source of revenue. The object of the licence should be merely to regulate the use of fire arms and to ensure that irresponsibles will not play havoc with their guns. For such a purpose a fee of \$10 was amply sufficient, and no extraneous efforts to penalise sport should have been introduced or sanctioned. As it was sport was quite expensive enough without having the cost of the shooting permit increased. And what do the Government intend to do with the \$50 which will be claimed from every sportsman? Will they take over the duties of the still-born Game Association, and stock the vast territory proclaimed with birds and game generally? Or will they merely pocket the money in the knowledge that as fewer shooting licences will be taken out the added cost will just cover the expenses of drawing up and signing the licences? We are told that the proposed Game Association died at its birth, the suggestion being that the opposition of the ignorant crowd killed it. But that is a *suggestion falsi*, for what was the necessity of a Game Association when the Government came forward to act as god-parent to those members who formulated the

scheme of an Association? Then we are told that the Association was to be no exclusive concern, confined to a few cronies who object to the vulgar mob's indulgence in the royal sport of shooting game! But what are we to make of one of the Association's regulations which said that new members should be admitted by ballot and one adverse vote would suffice to exclude a candidate for membership from the benefits of the Association? If that does not look like an attempt to keep the Association select, and confined to the few, nothing does. In Hongkong the working hours of the general body of people are long and weary. The few holidays that come round in the course of a year are so scattered that a trip to the mainland on a shooting trip is restricted to territory within easy reach of the Colony. Government officials with their extended vacations, and *taipans* responsible to nobody for their whims and fancies, are apt to overlook the ordinary ratepayer, whose only time for recreation is a Sunday, and an occasional bank holiday. Even as it was, the cost of a shooting trip for a couple of days was so heavy that the individual could not undertake it alone, but arranged with a party of ten or twelve to divide expenses. These were the people to whom every encouragement should have been given instead of curtailing the few opportunities at hand. The idea of restricting these opportunities could have originated nowhere else than in Hongkong, and the official sanction would have been given nowhere else than in Hongkong. If such a suggestion had been made in Singapore or Shanghai it would have been ignominiously thrown out without a second thought. It is a hard thing to say that this Notification seems very like an attempt to legislate for the few, but the more the thing is considered the stronger grows that impression. Altogether there is not a good word to be said for the Notification. It is a violation of "ancient" rights and privileges, and under cover of some sort of expediency the Government have countenanced a technical robbery of the people's sporting ground. We shall be told that if a man wants sport he ought to pay for it, but that is no argument; for while he might be willing to pay \$10, he may not be in a position to pay \$50, and the principle that to them that hath more shall be given is utterly and preposterously wrong. However, the thing is done now, and that is all that can be said about it. The favoured few who can dip into a long pocket will no longer be encumbered by the obnoxious presence of Tom, Dick and Harry out for a day's shooting, and all the objects which the Game Association was intended to attain have been gained. It is a melancholy sidelight on the methods adopted in Hongkong.

LOCAL AND GENERAL:

THE Japanese field hospitals are emptying, their occupants returning to the front.

PRINCE CHIKHOF is going out again to effect improvements in the trans-Siberian railway.

We (N. C. D. News) understand that zone time has been officially adopted all over China.

S.M. s.s. *Thetis* and *Scandalar* have received orders to start at once for German East-Africa.

THE reclamation at Nagasaki was damaged to the extent of \$120,000 in the typhoon of the 8th inst.

THE Japanese Government has just bought 34 thoroughbred horses in the States for breeding purposes.

News comes from the front that nearly all the bridges have been destroyed by the deluges of rain, which is delaying the forward movement.

A SHARK, 13 feet in length and weighing about 20 piculs, was caught on the 18th instant near Butterworth, Singapore. Inside it was found a pig's carcass weighing nearly 80 catties.

THE band performance arranged to take place last evening was cancelled owing to the weather. The programme of music printed in our issue of the 28th inst. will hold good for Monday next, 4th proximo.

It is reported that Mr. Loomis, U.S. Assistant-Secretary of State, will be the first American Ambassador to Japan, and that Mr. Griscom, the present Minister, will be appointed an Assistant-Secretary of State.

THE Governor of Hokkaido proposes that one or two of the steamers captured by Japan should be fitted up as floating museums to display the products of Hokkaido in the most important ports of the world.

A LARGE sum of money has been sent from Russia for distribution among the Russian prisoners in Japan, but none of it is to be given to any of Admiral Nibogatoff's officers and men, because they surrendered.

THE large floating dock, having a bearing capacity of 16,000 tons and a length of 150 metres, was successfully launched at Tsingtao on the morning of the 22nd inst. many officials and a large number of civilians, both Germans and Chinese, being present. It is now being towed by tugs-boats to the place prepared in the harbour, where it will be moored. This is the largest floating dock launched after having been fully completed on shore.

THE AMERICAN BOYCOTT.

THE COMMERCIAL UNION.

It seems that the Boycott Committee have published the name of the Commercial Union Assurance Company, Limited, as being an American Company. This, of course, is a serious mistake to make as the company is a purely British insurance company with head offices in London, where it was established as far back as 1861.

THE NEW CHINESE EXCLUSION TREATY.

We learn from an official lately arrived from Peking that the Waiwupu demand from the U. S. Government that the following three clauses shall be inserted in the proposed new Exclusion Treaty, viz.:—(a) that the policy of excluding Chinese labourers from entering the Hawaiian and Philippine Islands be waived; (b) that Chinese entering the United States shall be given the same favourable treatment as those of any other nationality entering that country, and that Chinese shall not suffer the indignity of being confined in wooden sheds or huts, like criminals; and (c) that Chinese immigrants shall be permitted to engage the services of legal representatives to conduct their cases, and that power of appeal to the higher Courts against the decisions of the lower Courts shall also be granted should decisions be considered unjust. We also learn through the same source that Mr. Rockhill, the U. S. Minister at Peking, refuses to entertain the above demands.—N.C.D. News.

PANIC IN SHANGHAI.

There was quite a little panic in Shanghai, says the *Shenbao*, owing to a report getting about that the Central Government, in response to a request of the U. S. Minister in Peking, intended to cause the arrest of all persons who were concerned in originating the boycott against American goods. A telegram to Peking—"inquiring into the truth of the matter," however, obtained the reply that the Waiwupu, in its response to the U. S. Minister's letter, stated that though the Imperial Government was too desirous of exalting the boycotters to stop, the masses had shown such a united and determined front that the Government could do nothing, as this was a question in which the people had the liberty to do what they pleased and could not be coerced. We print this with all reserve. We have also consented to insert a boycotting advertisement to show the injurious absurdities which the boycott committee are perpetrating.—N.C.D. News.

A "BOYCOTT RIOT" IN THE NATIVE CITY.

There was a rumour in the Settlement the other day that there had been a "riot" in the Native City caused by the boycott, which in the absence of details was taken seriously by some. An inquiry in the Police headquarters of the Native City (Tsung-chu), however, elicited the fact that at about 1 o'clock on Tuesday afternoon (22nd inst.), two bricklayers went to a tobacco shop situated a short distance from the Old North gate, and asked how many boxes of Pinhead cigarettes would ten cents buy. They were informed three boxes. A bricklayer then threw ten cents on the shop counter, and the man drew out one, and having lighted it, asked the shop people whether they knew that Pinheads were American cigarettes and sold abroad from the market. The reply was that this was so, but that according to the decision of their Guild they were allowed to sell American cigarettes contracted for prior to the 20th of July down to the 18th day of the 9th moon (16th of October, next), and that these cigarettes belonged to a consignment contracted for previous to the 20th of July last. The bricklayer then demanded four boxes of cigarettes for ten cents, and, suitng the action to his words snatched at a fourth box and made off. Naturally the shop people resented this and gave chase, when the two men threw the extra box of cigarettes into the flooded street (it was raining hard at the time) which of course completely destroyed its contents. A scrimmage then began, when the police (Ching-tsa) appeared and arrested the bricklayers. They had to pay for the damaged cigarettes and then departed with censure from the police officer (welyuan) in charge.—N.C.D. News.

The Senior Consul at Shanghai, Dr. Knappe, has had an interview with the Taotai on the subject of the boycott, and the Taotai stated that he was about to issue a proclamation calling on the merchants and traders to continue to buy and sell American goods as before the boycott was instituted.

At Yokohama there is by no means complete unanimity among the Chinese with regard to the boycott. A meeting has been called of certain Yokohama Chinese, and it is believed that they will take decided action against the proposal. Already an Anti-American Boycott Committee has been formed by a number of Chinese residents of the northern port.

AT NEWCHWANG.

A correspondent from Newchwang states that the Chinese coolies there have refused to discharge the kerosene oil, the merchants having threatened anyone who attempts to load American cargo. It is said that after trying to dissuade the Chinese merchants the Japanese have yielded in regard to the matter, but we very much doubt this. If the Japanese require the kerosene or any other cargo landed we rather think it will get on shore, whatever the Chinese coolie may say. If it happens to be cargo the Japanese do not want—well, that is another matter.—P. & T. Times.

THE PROMISSORY NOTE CASE.

JUDGMENT FOR DEFENDANT.

In the Summary Court this morning Mr. Justice Wise gave his decision in the case in which Li Yik Tak, of Canton, sued the Vee Wo Cheung firm of G4 Bonham Strand East, Lai Chan Po, a partner therein, for \$1,000 claimed on a promissory note dated the 23rd April, 1904, signed by the defendants and payable to the Po Lung firm, and endorsed over to them by the Wing Cheung Lung who endorsed it to the plaintiff.

Mr. O. D. Thomson appeared on behalf of the plaintiff, and Mr. R. A. Hardinge represented the defendants.

At the former hearing Mr. Thomson pointed out that a case was coming on in the Appeal Court with reference to the question of promissory notes and the hearing was adjourned that the point raised therein might be ascertained.

This morning his Honour said the document in the present case was not a promissory note and judgment would be for the defendants. He granted a stay of execution pending settlement of the case before the Full Court and ordered the payment into Court of an additional \$50, making \$50 as security for costs.

COLLISION IN A FOG.

RESULTS IN ADMIRALTY ACTION IN SUPREME COURT.

Sitting in Admiralty jurisdiction at the Supreme Court this morning, the Chief Justice, Sir F. T. Piggott, with whom was Capt. St. John George, of the s.s. *Nasquarie*, present as nautical assessor, the cases of the Venetia Steamship Co., Ltd., being the owners of the s.s. *Venetia* and the owners of the cargo laden on her, versus the s.s. *Proteus* and her freight, and Elias Kier Bernt Larsen and John Schwartz, carrying on business under the style of Hans, Kier & Co. (the owners of the s.s. *Proteus*) versus the steamship *Venetia* were called on as a consolidated action.

Mr. E. H. Sharp, K.C., instructed by Mr. F. Bailey (of Messrs. Johnson, Stokes and Master) appeared for the plaintiffs, and Mr. H. E. Pollock, K.C., instructed by Mr. C. D. Wilkinson (of Messrs. Wilkinson and Grist) represented the defendants.

In opening the case for the *Venetia*, Mr. Sharp briefly referred to the salient facts in the following terms. On the 14th March of this year, he said, the *Venetia* (Capt. C. F. Reid) was on a voyage from Hongkong to Japan, fully laden with a cargo of coal. During the night of the 13th and 14th inst., she was constantly passing through what are described in her log as showers of fog—detached banks of fog—and consequently was obliged to slow down whenever she ran into them. At 8 a.m. of the 14th the first thing occurred which really concerned the case. She altered her course at that time to one of North East three-quarters East. That was important to note because the *Venetia* continued on that course up to the time of the collision. At 9 a.m. her position was somewhere about 23 miles south-east of Good Hope Cape. There was a little difference of evidence as to what the exact position was, but counsel submitted that that was immaterial to the case. At that time the *Venetia* was going full speed—something like eight knots—and there were on the bridge the captain and the third officer, while a quarter-master was steering and another was on the look-out at the fore-head. At 9.45 a.m., according to the log, the *Venetia* entered a slight fog, and her engines were accordingly put at half-speed, which was given by the chief engineer, in view of his low head of steam, at about five knots. At the same time she began to sound her fog signal and her whistle in accordance with the articles for steaming in a fog. She gave one prolonged blast every two minutes to indicate that she was under way. Afterwards the captain of the *Venetia* heard ahead the whistle of another ship coming from the starboard side, and this ultimately proved to be that of the s.s. *Proteus* (Capt. C. Molier) which was making for Hongkong from Japan. At 9.6 a.m. the engines of the *Venetia* were put to dead slow, and thereafter she continued to proceed with caution. The next material point occurred at 9.14 a.m. when, the fog becoming denser, and the whistle of the *Proteus* indicating that she was approaching the engines of the *Venetia* were reversed at full speed. Hitherto her whistle had been sounding the signal for a steamer under way and now when she became stationary she blew the necessary signal in accordance with article 15, 2 (b) which is two prolonged blasts instead of one. The *Proteus* suddenly appeared about 14 points on the *Venetia's* starboard bow, some two or three lengths off, and in view of the circumstances was approaching rapidly, at something like four of five knots, and upon a course nearly parallel to the *Venetia*. The *Proteus* would in all probability have past clear of the other ship, but that just at the last moment after she came into view the *Proteus* swung to starboard—very likely under the influence of a suddenly reversed engine—and she rammed with her stem into the *Venetia's* starboard side forward. She apparently continued to bump into the side of the ship as she went on, and it was suggested that the *Proteus*'s anchor struck the *Venetia*. At the moment of collision the *Venetia* was still heading north-east three-quarters east and after the collision the way on the *Proteus* carried her round. Upon those facts his case with regard to the two ships was that the *Venetia* complied with the articles and with the regulations of good seamanship, i.e., she went slow directly after she first heard the *Proteus'* whistle, and from that time until the collision was under command, and there was no risk as the ships were about a good mile apart. On the other hand, the plaintiffs allege that the *Proteus* failed either to proceed with the caution required by the articles about navigating in fog, and failed to stop as required by those articles. She also mis-located the *Venetia* and approached at a speed, which, under the circumstances, should not have been so great. In fact, the plaintiffs put it that the officer in command of the *Proteus* suddenly finding himself right on top of the *Venetia* seems to have lost his head and adopted the worst course possible by swinging the ship round and running into the *Venetia*; which he did either by altering his helm or reversing his engines. The law was simple. This was a fog case and comes under the fog regulations—article 16—a special regulation for navigating in fog which overruled the general steering and sailing regulations.

Counsel then proceeded to read the lengthy evidence of the captain of the *Venetia* taken on commission, and the case was adjourned.

The roof of a Chinese house is not a very safe place to start a riot on; as several *sokis* now know to their cost. It appears that a *soki* of No. 150 Wing Lok Street, went on to the roof of his house to fetch his shoes and accidentally brushed against a flower-pot and knocked it over the party wall. The accident was witnessed by a *soki* of No. 158, and he called up some other *sokis* of his shop, while the gentleman with the shoes did likewise. Sticks and bamboo were then requisitioned, and at such close quarters seven of the combatants cut, bruised, and abraded each other. Some of the *sokis* received cuts, bruises, and abrasions of such a nature as to necessitate the removal of five of them to the Government Civil Hospital for treatment. The other two are held under arrest, pending the discharge of the five men from hospital, when they will all be put on trial for rioting.

TELEGRAMS.

TELEGRAMS.

[Reuters.]

The Peace Conference.

London, 28th August.

The Conference has been again postponed until Tuesday at the request of M. Takahira, who explained that he had received nothing from Tokio.

ENGLAND WORKING FOR PEACE.

Later.

The Times Portsmouth correspondent quotes a high Russian authority for saying that a far stronger influence than that of President Roosevelt, namely, that of England, is working for peace.

A new treaty of alliance between Great Britain and Japan was signed not many days ago, and this is one reason why new proposals will possibly be forthcoming at the Conference.

M. Takahira, being asked at an interview at Portsmouth if the situation was hopeless, replied, "not hopeless, but almost so."

The Cruise of the Channel Squadron.

The Channel Squadron has arrived at Swinemünde, which was crowded with sightseers. The German active squadron is expected to arrive to-day.

The Tanjong-Pagar Arbitration at Singapore.

Sir Michael Hicks-Beach left New York on the 16th (?) 26th instant for Vancouver en route to Singapore, in connection with the Tanjong-Pagar Dock arbitration.

RUSSIAN RESERVISTS MOBILISING.

The extensive mobilization of Reservists at Riga, Windau, and other centres is considered to be significant.

THE ROYAL SANITARY INSTITUTE.

In connection with the Hongkong Branch of this Institute, a course of eight lectures has been arranged as follows:—Wednesday, Sept. 6th.—Practical Building Construction, Mr. T. L. Perkins; Sept. 8th,—Heat Inspection, Mr. A. Gibson, C.V.S.; Sept. 12th,—Water Supply, Hon. Dr. Clark, P.C.M.O.; Sept. 15th.—The Local Ordinances in force in the Colony relating to Public Health, Hon. Dr. Clark, P.C.M.O.; Sept. 19th.—The Local Ordinances in force in the Colony relating to Public Health, Hon. Dr. Clark, P.C.M.O.; Sept. 22nd.—The Atmosphere and Ventilation, Dr. W. W. Pearce, M.O.H.; and Sept. 29th.—Practical Drainage, Mr. H. T. Jackson.

These lectures are arranged with a view to assist the candidates who propose to attend the examination for Inspectors of Nuisances to be held early in October, 1905. They will be delivered at the Sanitary Institute Lecture room, No. 10, Wyndham Street, at 9 p.m. sharp.

Candidates who propose to attend the examination to take place on Monday, October 2nd, and Thursday, October 5th, are requested to send in their names to the Asst. Hon. Sec. (Mr. Alfred Charles Carter) as early as possible, so that a series of weekly test exams can be arranged.

The case in which Wong Hok's extradition to Shanghai was sought, on a charge of embezzling jewelry and money of the total value of \$205,340, the property of Wong Wan Tze, was called on before Mr. F. A. Hazelton this morning.—Mr. F. X. d'Almada e Castro appeared for the prosecution. The case was in charge of Inspector Langley.—The complainant said the defendant was her nephew, and she had travelled from Hangchow to Shanghai with him. She had on board the boat a box of jewelry and money, and when she reached Shanghai she left that box on board, and later sent defendant to get it for her, but he did not bring it.—The box produced was hers together with the jewels it contained as well as the money \$150,40. When she left the boat Wong Tze was in charge of it. She told defendant to take it and deliver it to her at the house of a relative in Kun Wu Lane in Shanghai. The box was locked when she left it on board. She waited from 9 p.m. one day until 4 p.m. the next, but defendant did not turn up with the box. Witness kept defendant and supplied him with food and clothing. His father was in Canton. Defendant had never done any work, and had never earned any money. Witness never suspected defendant to be a bad man.—Detective Sergeant Eamer deposed that he arrested defendant with the box of jewelry and money in his charge on the s.s. *Kum Sang* on arrival from Shanghai.—Defendant said complainant told him to go to the boat and get the box, and he did so, and when he went to the address given he could not find her. He then went to a friend's shop, and as she was not there he left a message to say he was going to Hongkong to look for the complainant.—His Worship said he would deal with the case summarily. Defendant appeared to be rather stupid; he had never done any work in his life, and a short sentence should meet the case, especially as His Worship understood that complainant did not wish to press the charge. He would be sent to gaol with hard labour for two months.

LAW OF REGISTRATION.

A SERIOUS OMISSION.

MAKES CLUMSY FRAUD POSSIBLE.

I propose to draw the attention of the Government to what seems to be a very serious omission in the law of registration, which does not make due provision for a proper investigation by the Land Officer of the identity of the parties by comparison of their Chinese signatures. This omission it was which made what is really a clumsy fraud possible." So said Sir Francis T. Piggott, the Chief Justice, in concluding his judgment this morning in the important impersonation case from Macao. It will be remembered that Lo Kwong Chiu, a student, residing at Macao through his next friend Lo Foon Hing, of 23 Bonham Strand East, sued Vincenzo Pietro Russo di Perella, merchant, 4 Queen's Road Central, claiming (1) That a document bearing date the 28th of March, 1905, and purporting to be a deed of mortgage of the plaintiff, Lo Kwong Chiu, to the defendant of the plaintiff's share and interest in Inland Lot No. 7 be set aside, and that the registration thereof in the Land Office by Memorial No. 37,541 be cancelled; (2) That a declaration be made by the honourable Court that the said document is a forgery and void, and that no charge upon the piece of ground registered in the Land Office as Inland Lot No. 7, or the plaintiff's share and interest therein was affected thereby.

Mr. E. H. Sharp, K.C., with whom was Mr. Calthrop instructed by Mr. R. Harding, of Messrs. Ewens, Harston and Harding, appeared for the plaintiff; Mr. H. E. Pollock, K.C., instructed by Mr. E. A. Bonner, of Messrs. Dennis and Howley, represented the defendant.

His Lordship, in giving judgment, said:—"The mortgage on which the defendant relies in this case is a palpable fraud. It is quite possible that owing to the use of a name which was not the name of the true owner of the property mortgaged the case might not fall strictly within any of the definitions of forgery given by Stephens in his Digest of the Criminal Law; though I have little doubt that such a case as the present, if it had occurred in England, would have been added to the list of cases given in Article 356, illustrative of what is meant by making a false document. But even if this were not so, the offence of obtaining money by false pretences was committed. The argument of the defendant's counsel pressed to its logical conclusion comes to this: that although the maker of the deed had been found guilty of one or other of these offences, yet the true owner is not entitled to have it cancelled or set aside—if he comes to the Court under circumstances which raise suspicion as to his documents of title; in other words, that the deed found to be a fraudulent deed is to remain in full effect in favour of the non-fraudulent party who has benefited by it. This argument is said to be supported by the fundamental maxim of equity that "he who comes into equity must come with clean hands." The attempt to make this principle applicable to the present case shows how carefully the maxim must be applied. The suspicious circumstances connected with the deed of assignment by Lam Sui Man to the five sons of Lo Chuk Chi, are that the purchase money was paid to the father; that he retained control of the property and received rents; and that he had made similar arrangements with regard to other property of his in Macao, and that the whole transaction looked very like an arrangement made with a view to defraud creditors in the event of his going into bankruptcy in Hongkong. The true motive may of course have been to make provision for his sons, the consideration being natural love and affection. But for the purpose of the argument I assume that the other assumption is the correct one. Now the maxim is illustrated in the text books by the following case. If a person seeks to cancel an instrument on the ground of fraud, equity will not interpose on his behalf if he has been guilty of wilful participation in the fraud. But, the books continue, the maxim must be understood to refer to misconduct in regard to the matter in litigation, and not to any misconduct, however gross, which is unconnected with the matter in litigation, and which the opposite party in the cause has no connection. Applying the maxim thus explained to the suggestion made as to the true signification of the father's method of dealing with his property, it is clear that, with the idea of defrauding creditors, the defendant in this case has nothing to do; that question could only arise in the Court of Bankruptcy. I hold therefore that the maxim does not apply to the present case. The defendant, however, is entitled to little sympathy; for he acted in the face of the warning given to him by his solicitor, and, as it seems to me, under the very peculiar circumstances of the case, with unreasonable haste in pressing the mortgage through without a proper investigation of title, although Mr. Bonner did the best he could for him, by advising him of the risk he was running. The plaintiff is therefore entitled to the relief he asks and judgment must be entered for him in the terms of the prayer for relief. I propose to draw the attention of the Government to what seems to be a very serious omission in the law of registration, which does not make due provision for a proper investigation by the Land Officer of the identity of the parties by comparison of their Chinese signature. This omission it was which made what is really a clumsy fraud possible."

THE HONGKONG HOTEL COMPANY, LIMITED.

SHARE LIST.

The report of the board of directors to be presented at the ordinary meeting of shareholders, to be held at the company's hotel, at 12.15 p.m. on Saturday, the 2nd September, reads as follows:—

Gentlemen,—In accordance with section 56 of the articles of association, the directors now beg to submit their report for the half-year ended 30th June, 1905.

ACCOUNTS.

The profit on working account amounted to \$114,540.00 as compared with \$95,077.67 for the corresponding period of 1904, being an increase of \$19,463.33.

The profit and loss account, including the sum of \$3,554.92 brought forward from 31st December, 1904, shows a credit balance of \$105,126.40, which your directors propose to apportion as follows:—

To pay a dividend of 10 per cent. \$ 6,000.00

To transfer to repairs and renewals account 30,000.00

To write off from value of electric installation 5,000.00

To carry forward to new account 10,126.40

\$105,126.40

VALUE OF PROPERTY.

The company's land and buildings property has been, quite recently, re-valued by Messrs. Palmer and Turner, and the property account written up by the amount of additional value (\$14,897.78), the reserve fund being credited with an equivalent sum.

INCREASE OF CAPITAL.

The directors propose, later on, to recommend to shareholders the advisability of doubling the present capital of \$600,000, by transferring that sum from the reserve fund to capital account.

ISSUE OF NEW CAPITAL.

As there is urgent need of additional funds to repay the overdraft due to the Hongkong and Shanghai Banking Corporation, and to complete the payments for the new building on the site, known as "Hotel Mansions," the directors desire, at an early date, to obtain the sanction of the shareholders to the issue of additional new capital which they hope can be floated at a high premium.

REPAIRS AND RENEWALS ACCOUNT.

It will be noticed that it is proposed to place the large sum of \$10,000.00 to the above account. This is considered necessary to meet the cost of extensive repairs to the old buildings which are urgently needed, and possible renewal of the hydraulic lifts which are by no means equal to the requirements of the present day.

DIRECTORS.

Mr. W. Parfitt retires by rotation, but offers himself for re-election.

AUDIT.

The accounts have been audited by Messrs. H. U. Jeffries and J. E. Bingham (the latter in the absence of Mr. A. R. Lowe, C.A.) who offer themselves for re-election.

W. PARFITT,
Chairman.

Hongkong, 29th August, 1905.

Accounts are as follows:—

BALANCE SHEET,
30th June, 1905.
Liabilities.

Capital—

12,000 shares at \$50 each (fully paid up) \$600,000.00

1,000 mortgage debenture (6%) \$100,000.00

Less 268 mortgage debentures held by the company 134,000.00

366,000.00

Reserve fund, as per last account 100,000.00

Since added, being increase in value of property as per statement 54,975.78

Sundry creditors 26,556.00

Unclaimed dividends 3,107.00

Hongkong and Shanghai Banking Corporation (current account) 160,366.05

Repairs and renewals, balance as per statement 1,807.92

Profit and loss account, balance as per statement 105,126.40

\$1,911,939.15

Assets.

Value of Marine Lot No.

5 and remaining portion of Marine Lot No. 3 372,045.60

Remaining portion of Marine Lot No. 7 368,108.20

As per last account 740,153.80

Add increase in value 325,226.20

1,065,380.00

Praya reclamations (Marine Lot No. 288)

cost of land, as per last account 22,390.42

Add increase in value 22,749.58

256,140.00

Building thereon "Hotel Mansions," payments on account to date 301,735.40

Cost of three Chinese houses on Sections B, C, and D of Inland Lot No. 80 33,000.00

Cost of Kowloon Farm Lot No. 3, Section A 30,926.92

Furniture and fixtures, as per last account 62,002.02

Less written off, as per last account 12,092.92

50,000.00

Since added 15,117.18

65,117.18

Installation of electric light, as per last account 32,228.74

Less written off, as per last report 1,228.74

30,000.00

Stock of linen, crockery and glassware, &c.

Shares in public companies 5,795.31

Licences attaching to half year to 31st December, 1905 1,267.67

Fire insurance, unexpired premium 2,480.59

Value of steam launch, as per last account 7,000.00

Less written off, as per last report 2,000.00

5,000.00

Sundry debtors 36,094.97

3,107.00

Cast in hand 193.71

\$1,911,939.15

PROFIT AND LOSS ACCOUNT.

For the six months ending 30th June, 1905.

Dr.

To bad debts and refunds \$ 810.19

To crown rent 502.41

To rates 2,040.15

To fire insurance 2,361.23

To debenture fat. on \$500,000 at 3 per cent \$15,000.00

To returned or debentures held by the company 4,074.11

10,975.89

To interest account 3,474.55

To directors' and auditors' fees 3,200.00

To amount transferred to reserve fund being increased value of properties as per contra 548,975.78

To balance, to be appropriated as follows:—

To pay a dividend of 10 per cent. 360

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"JASON"	31st August.
GLASGOW and LIVERPOOL	"FEENKAI"	6th September.
GLASGOW and LIVERPOOL	"DIOMED"	14th "
GLASGOW and LIVERPOOL	"KAISOW"	14th "
GLASGOW and LIVERPOOL	"DARDANUS"	21st "
GLASGOW and LIVERPOOL	"TYDEUS"	28th "
GLASGOW and LIVERPOOL	"CHINGWO"	28th "
GLASGOW and LIVERPOOL	"KINTUCK"	5th October.

S.S. "Jason" left Singapore at daylight on the 26th inst., and is due here on the 31st.

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PAKLING"	12th September.
GENOA, MARSEILLES & L'POOL	"ACHILLES"	20th "
LONDON, AMSTERDAM & ANTWERP	"ANTENOR"	26th "
LONDON, AMSTERDAM & ANTWERP	"ALCINOR"	10th October.
GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	20th "
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	24th "

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILROAD CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"JASON"	3rd September.
all PACIFIC COAST PORTS, vid	"YANGTSE"	28th September.

TACOMA, SEATTLE, VICTORIA and } "KEEMUN" 30th October.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 30th August, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR

STEAMERS

TO SAIL

WEI-HAI-WEI, CHEFOO, NEW-CHWANG and TIENSIN	"KANSU"	31st August.
CEBU and ILOILO	"KAIFONG"	1st September.
SHANCHAI	"WUHU"	2nd "
MANILA	"YOCHOW"	4th "
KORE	"TEAN"	5th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	6th "

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking cargo and Passengers at through rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 30th August, 1905.

HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	A. H. Notley...	MANILA	SATURDAY, 2nd Sept., at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 9th Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 26th August, 1905.

15

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

About

"SIERRA BLANCA"..... 20th September.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 12th August, 1905.

11

BOO CHEONG,

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of Stationery, Printing and Note Papers, Copying, Presses, also Automatic Cyclostyle and Elliptical Duplicator.

Hongkong, 3rd February, 1905.

164

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, Des Vaux Road.

SHIPS Coaled from alongside at the shortest notice, and with all possible despatch. Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904.

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Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 7.30 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 5.30 P.M., if tide permits.

FARES—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$2; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an excursion, at the following rates:—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 30 cents, Return, 50 cents; Steerage, to cents.

Breakfast, Tiffin and Dinner can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street,
Hongkong, 13th June, 1905. [14]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" ... 1,309 ... T. R. MEAD.

"KWONG TUNG" ... 1,238 ... H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4.
Meals \$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 23rd August, 1905. [17]

Hongkong, 23rd August, 1905.

second he was not to be found. A good-natured neighbour undertook the rearing baby, and Polly thought it might be possible to get Jimmy, who was nearly three, into the baby-room at the school; but what was to become of two-years-old Annie? She was puckering her brows over this problem, when, by some wonderful luck, a young lady from the Settlement round the corner came to ask Polly to a happy evening of play. When she heard the difficulty she carried off Annie to the crèche. After that it was easy enough joyfully to snatch up the shilly protesting Jimmy and to present him at the door of the baby-room.

"No room. Full to overflowing." These words met Polly, and then her tears were mingled with Jimmy's howls. They looked such a forlorn couple that the kind teacher relented, and Jimmy was smuggled in, to spend his first morning in the usual bitter laments with which Board school babies start on their career of lamenting.

Jim and Annie threw under the new conditions, and for a time things became easier for Polly. To her delight, she found herself included in "Happy Evening," and many treats reserved for the more regular children. How she glowed over her increasing pile of attendance cards in secret, and when her spirits were low she tried to imitate the rustle of that silk gown by fumbling an old silk handkerchief against the leg of the table—for Polly was by nature an artist in sound, scoldings, and harvest, summer and winter, do not vary considerably in Mason's court. The fashion in games certainly varies with the seasons. Top-succed hoops, and summer brings round organ-grinders and watercress-sellers, and possibly there are more rows in hot weather than in cold. It was November once more, with its damp fogs and shriveling days, and Polly reflected with joy that it wanted but six weeks to the Christmas prize-giving. She had missed the regulation two days through no fault of her own, for much to her surprise, Teacher had explained it was necessary to give two days' notice if a little girl had to stay away because she had a bilious attack. That sounded hard. However, worse was to come.

"What ever's wrong of Jimmy?" exclaimed Polly one morning. Mother declared it was just a rash, and Polly, relieved of a dread, dragged him to school, in spite of his drooping eyes and hot hands.

The wise mistress refused to admit him.

"Tis the measles," she said. "Take him home, and keep him warm, and all of you must stay away. I will send the doctor round."

How Polly's heart sank! But Jimmy was very ill for a day or two, and then the others sickened, but Polly had the measles, and it stood to reason, she told herself, that nobody could be marked absent if not allowed to go to school. The house was finally disinfected only a week before the holidays, and then the family presented themselves at school once more, a trifle thinner and paler. There Polly heard of a still deadlier which was too deep for tears. She had forfeited her medal. Nobody could stay away for illness without giving notice.

"But how could I know Jimmy was to have it?" she protested.

Teacher was genuinely sorry. The white little face went to her hour.

"You have been a good girl, and I will give you a prize myself," she said soothingly. "But regulations are regulations."

"Poor child! I did feel for her. She took it cruel bad," said the same teacher afterward; "and it does sound hard, but can I do?"

Measles were raging in London that December, and doubtless there were other Pollys with sore throats, though probably few had the temperament which could strive so earnestly through long weary hours for an ideal and no ambition. Doubtless Polly suffered her reward. But who can tell what she suffered as she realized in silence that all was over? For her there would be no sicker swish and no soft hands to tie that, shiny silver medal round her neck. The woes of a child's heart are alike beyond our interfere and our comprehension.

Extract from Regulations.—A medal to every full-time scholar in the first or any higher standard who has attended punctually every time on which the school has been open during the year ending July 31st, and to every half-time scholar who has attended punctually five times each week during the said year. Four half-days or two whole days' absence in a year will not debar a scholar from receiving a medal, if two days' written notice of such absence has been given by the parent or guardian of the scholar. Parents should take care to date their notices.—Westminster Gazette.

OFFICIALS' SALARIES.

The highest paid official in the Government Service, with the exception of the Vicerey of India, is the Lord Lieutenant of Ireland, who received £1,000 per annum (says the writer of an article entitled "Big Salaries a Road to Ruin" in "Cassell's Saturday Journal" for July); yet, unless an Irish viceroy was possessed of considerable private means he could not afford to accept this salary, which does not nearly cover the expenses entailed by maintaining so exalted a position as the representative of Sovereignty in Dublin. It has been generally estimated that an Irish Viceroy spends £15,000 a year over and above his official salary; so that Lord Dudley, who has held the position for over two years, would, at this reckoning, be now more than £30,000 out of pocket by having accepted Government post worth £20,000 a year. £10,000 per annum is the salary of the Governor-General of Canada, and considering the expense which such a position entails, it is one of the worst paid posts in the Government colonial service. The Governor of Malta, for example, who receives £3,000 a year, or the Governor of Ceylon, who is paid one thousand pounds less, are, comparatively speaking, infinitely better paid. There are some very good positions in the diplomatic service, with salaries attached to them that range from £5,000 to £9,000 per annum; yet many a clerk on £5 a week is better off than the holders of these important diplomatic posts. Our Ambassador at Paris is paid £9,000 a year, but no British Ambassador ever yet succeeded in making that salary cover his expenses, which are reckoned to cost the holder of our plenipotentiary abroad quite £1,000 per annum more than his pay. A First Secretary to an important European Embassy is paid about £1,500 a year, but he finds it impossible to live on this. In such places as Vienna or St. Petersburg, and many a diplomatist has been ruined in the attempt to do so. Cabinet Ministers are, as a rule, wealthy men, and it is absolutely essential that some of them at any rate should be so, for their expenses are considerable. The Secretary for Foreign Affairs is paid £5,000 annuum, but this salary goes but a short way towards defraying the annual expenses which the head of the Foreign Office has to meet. In addition to maintaining a position of great dignity in a becoming manner, the Secretary of State for Foreign Affairs must, at his own expense, entertain regularly all the members of the various foreign diplomatic missions in London—a social duty that alone runs away with the greater part of his salary.

Shipping.

Roon, Ger. ss, 5,034, G. Meiners, 29th Aug.—Ham, Aug. 20th, Antwerp 25th, Southampton 26th, Gibraltar 29th, Genoa 2nd and Aug., Naples 3rd, Port Said 7th, Suez 8th, Aden 12th, Colombo 19th, Penang 23rd, and Singapore 25th, Mails and Gen.—M. & Co.

Wongkoi, Ger. ss, 1,270, W. Reher, 29th Aug.—Bangkok via Swatow 28th Aug., Rice—R. & S.

Tiger, Ger. ss, 2,116, P. Bugge, 20th Aug.—Moj 22nd Aug., Coals—S. T. & Co.

Austria, Aust. ss, 4,879, R. Colledani, 20th Aug.—Shanghai 20th Aug., Gen.—S. W. & Co.

Hailan, Fr. ss, 377, I. Andersen, 29th Aug.—Pahki and Hoiloi 28th Aug., Gen.—A. R. M.

Triumph, Ger. ss, 760, A. Hansen, 26th Aug.—Foochow 27th Aug., Gen.—H. A. L.

Sumatra, Ger. ss, 584, H. Winnie, 24th Aug.—Singapore 17th Aug., Ballast—N. D. L.

Thoma, Nor. ss, 1,187, I. Jager, 28th Aug.—Canton 28th Aug., Coal—M. B. K.

Tjilatjap, Dut. ss, 2,470, H. Koops, 26th Aug.—Japan via Amoy 25th Aug., Gen.—J. C. J. L.

Haiphong, Ger. ss, 760, A. Hansen, 26th Aug.—Foochow and Amoy 25th Aug., Gen.—O. S. K.

Waibora, Br. ss, 1,167, W. Brown, 29th Aug.—Singapore and Hoiloi 22nd Aug., Gen.—Seam Talk Long.

Willebad, Ger. ss, 3,012, Ph. Oberauer, 28th Aug.—Vidney 5th Aug., Gen.—M. & Co.

Yucuan, Br. ss, 1,128, P. H. Rolfe, 26th Aug.—Manila 25th Aug., Gen.—J. M. & Co.

Clearances at the Harbour Office.

Agamemnon, for Shanghai;

August 30.
None.

Per Katanga, from Kuchinotzu—Mr. Robert Martin.

Per Austria, from Shanghai—Messrs. Buhler and Banier.

Per Roon, for Hongkong from Genoa—Messrs. Goette, M. Hohngreen, P. Blödhorn and H. von Inseln. From Southampton—Mrs. Maxfield, Mrs. F. Ostrom, and Mrs. Simpson.

From Colombia—Dr. F. E. Atkins. From Simapre—Inspector Michael. Messrs. Laow Khon Mee, W. R. Swan, R. Vespari, M. van Berskorn, Leong Long Man, von Oettingen, James McDonald, Tan Ching Meng, Laow Beechee, Julia Rondfeld, Kurik Djien Eng, Lay Soen Hill, F. Winkelmann, S. A. Gabal and Pakano.

Shimian, Bonart

Sir. Katanga, from Kuchinotzu—Experienced moderate SW. to NW. winds, and fine weather.

Sir. Wongkoi from Bangkok—All the voyage nearly dead calm; the last day from Swatow to port moderate NW. winds, and rough Ely swell.

Sir. Roon from Hamburg—in the North sea, English Channel, also on the coast of Spain, had mostly dense fog by light winds and smooth sea; in the Mediterranean sea, variable wind and fine weather; in the Red sea, very light Nly wind, and smooth sea by high temperature; in the Indian Ocean, very strong BW. monsoon by rough sea, and heavy Sly swell.

Vessels in Port.

Alavin, Br. ss, 2,073, J. E. Davison, 25th Aug.—Kobe via Moji 20th Aug., Gen.—Mr. Essaboy.

Aragon, Ger. ss, 3,324, R. Schuldt, 19th Aug.—Portland, Or. 22nd July, Gen.—P. & A. S. S. Co.

Bencleuch, Br. ss, 2,679, A. L. Reid, 29th Aug.—Singapore 24th Aug., Gen.—G. L. & Co.

Borneo, Ger. ss, 3,144, F. Sembill, 21st Aug.—Sandakan 16th Aug., Timber, and Gen.—M. & Co.

Changsha, Br. ss, 1,800, T. Moore, 19th Aug.—Australian Port via Manila 16th Aug., Gen.—B. S.

Chillar, Nor. ss, 1,102, H. Nielsen, 22nd Aug.—Sourabaya 13th Aug., Sugar—T. Dam's & Co.

Chuhsing, Br. ss, 1,148, R. Cox, 28th Aug.—Samarang 19th Aug., Sugar—J. M. & Co.

Devawongse, Br. ss, 1,057, T. V. Brue, 19th Aug.—Bangkok and Swatow 18th Aug., Rice and Teak-squares—B. & S.

Fii, Nor. ss, 860, N. Andersen, 26th Aug.—Taiping, 23rd Aug., Gen.—Aagaard, Thoresen & Co.

Fritjof, Nor. ss, 891, A. H. Haraldsen, 27th Aug.—Foochow via Amoy and Swatow 26th Aug., Gen.—O. S. K.

Germany, Ger. ss, 1,714, S. Petersen, 14th Aug.—Bangkok 8th Aug., Rice—J. & Co.

Halvard, Nor. ss, 1,066, C. Andersen, 29th Aug.—Java 20th Aug., Sugar—Chipepe.

Hinsang, Br. ss, 1,414, W. E. Sawyer, 8th Aug.—Java 10th Aug., Sugar—J. M. & Co.

Hohenrohrn, Ger. ss, 6,660, O. Krafft, 20th July—from Genoa, Ballast—M. & Co.

Hue, Fr. ss, 905, Godineau, 28th Aug.—Quang-chow-wan 27th Aug., Gen.—A. R. M.

Krönig, Br. ss, 986, E. Finlayson, 28th Aug.—Cebu via Ilolo 25th Aug., Hemp and Sugars—B. & S.

Korea, Am. ss, 5,651, A. Zeder, 21st Aug.—San Francisco 22nd July, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai 18th Aug., Mails and Gen.—P. M. S. S. Co.

Kowloon, Ger. ss, 1,495, H. Stehr, 20th Sept.—Bangkok 14th Aug., Gen.—S. & Co.

Kumarsang, Br. ss, 1,077, E. J. Butler, 16th Aug.—Calcutta and Aug., Penang 7th, and Singapore 10th, Gen.—M. & Co.

Laisang, Br. ss, 3,460, P. M. B. Lake, 27th Aug.—Calcutta 12th Aug., Penang and Singapore 22nd July, Gen.—J. M. & Co.

Loyal, Ger. ss, 1,821, L. Lorenzen, 27th Aug.—Bangkok 20th Aug., Rice and Gen.—S. W. & Co.

Machew, Ger. ss, 995, Harjes, 23rd Aug.—Bangkok 17th Aug., Rice—M. & Co.

Montana, Am. ss, 2,028, D. C. Gamus, 21st Aug.—Manila 18th Aug., Gen.—Portuguese.

Nord, Nor. ss, 730, G. ardsen, 13th Aug.—Canton 12th Aug., Gen.—Aagaard, Thoresen & Co.

Onsang, Br. ss, 1,787, J. T. Davies, 19th Aug.—Samarang 9th Aug., Sugar—J. M. & Co.

Pakiat, Ger. ss, 1,018, H. Demes, 24th Aug.—Bangkok and Hoiloi 17th Aug., Rice and Gen.—B. & S.

Pera, Fr. ss, 4,016, A. L. Valentini, 29th Aug.—London 22nd July, and Singapore 24th Aug., Gen.—P. & O. S. N. Co.

Petchaburi, Ger. ss, 1,375, G. Hillman, 28th Aug.—Bangkok 21st Aug., Rice, Wood and Gen.—B. & S.

Petrarch, Ger. ss, 1,252, C. Ahrens, 7th Aug.—Amoy 10th Aug., Ballast—S. W. & Co.

Phuket, Ger. ss, 1,263, L. Goerzen, 27th Aug.—Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Chongkla, 3rd Sept., 3 P.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Chongkla, 3rd Sept., 3 P.M.

Prinz Etzel Friedrich, Ger. ss, 5,001, E. Prehr, 29th Aug.—Yokohama 19th Aug., Mails and Gen.—M. & Co.

Pronto, Nor. ss, 838, K. I. Hansen, 27th Aug.—Hoiloi 26th Aug., Rice and Gen.—A. R. M.

Rubi, Br. ss, 1,619, H. N. Nutley, 21st Aug.—Manila 18th Aug., Gen.—S. T. & Co.

Shimoni, Br. ss, 2,699, E. A. Chaplin, 28th Aug.—Amoy 27th Aug., Tea and Gen.—D. & Co., Ltd.

Speria, Ger. ss, 4,148, T. Ebiera, 29th Aug.—Foochow 27th Aug., Gen.—H. A. L.

Sumatra, Ger. ss, 584, H. Winnie, 24th Aug.—Singapore 17th Aug., Ballast—N. D. L.

Thomas, Nor. ss, 1,187, I. Jager, 28th Aug.—Canton 28th Aug., Coal—M. B. K.

Tjilatjap, Dut. ss, 2,470, H. Koops, 26th Aug.—Japan via Amoy 25th Aug., Gen.—J. C. J. L.

Triumph, Ger. ss, 760, A. Hansen, 26th Aug.—Foochow and Amoy 25th Aug., Gen.—O. S. K.

Waibora, Br. ss, 1,167, W. Brown, 29th Aug.—Singapore and Hoiloi 22nd Aug., Gen.—Seam Talk Long.

Willebad, Ger. ss, 3,012, Ph. Oberauer, 28th Aug.—Vidney 5th Aug., Gen.—M. & Co.

Yucuan, Br. ss, 1,128, P. H. Rolfe, 26th Aug.—Manila 25th Aug., Gen.—J. M. & Co.

Zigzag, Ger. ss, 1,128, P. H. Rolfe, 26th Aug.—Manila 25th Aug., Gen.—J. M. & Co.

Steamers Expected.

Hongkong & Whampoa Dock Returns.

Lauchan at Kowloon Dock.

Changeh " "

Monianes " "

Yuccan " "

Devawongse " "

Kumang " "

Kowloon Cosmopolitan Aberdeen

Oceana " "

Ship Passed The Canal.

Outward—4th August—Agamemnon, 9th August—Smiley, Slovenia, Sylvia, 12th

August—Polynesian, Taenka, Longior, 15th

